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Duke, Daphne

From: Gates, Nina
Sent: Thursday, January 22, 2015 9:14 AM
To: Duke, Daphne
Subject: FW: My Views on Uber owner of Awol Taxi LLC PSC
Attachments: uber 1.PNG

From: Brian Babbitt [mailto:beachshuttles@gmail.com]
Sent: Thursday, January 22, 2015 2:08 AM
To: PSC_Commissioner.Hall; PSC_Commissioner.Whitfield; PSC_Commissioner.Howard; PSC_Commissioner.Elam;
PSC_Commissioner.Randall; PSC_Commissioner.Fleming; PSC_Commissioner.Hamilton
Subject: My Views on Uber owner of Awol Taxi LLC PSC

First I would like to say my name is Brian Babbitt I am the owner of Awol Taxi llc and have met all the proper requirements for years to maintain my PSC number in good standing with the law for several years now and would like to thank you for finally issuing the cease and desist after Raiser

llc Uber avoiding to take proper measures to do so since June of 2014.

I will address several words here to touch base on the problems I see with Uber and their business and why it is indeed a danger to South Carolina.

First I would like to address the word-

FUNCTION : an activity or purpose natural to or intended for a person or thing.

"bridges perform the function of providing access across water"

synonyms: purpose, task, use, role More

practical use or purpose in design.

"building designs that prioritize style over function"

a basic task of a computer, especially one that corresponds to a single instruction from the user.

Uber claims not to be a Taxi but by every definition they are. They sit around and wait for a call on demand, charge per a mile rate but they just use an App vs telephone and radio dispatch which many of us are exploring also currently. So please explain to me why they do not fall under a Class C (Taxi). There is no difference between dispatching a call via radio, telephone or an App. Car service on demand is that a car for hire.

PARTNERSHIP:

Partnership - Wikipedia, the free encyclopedia

en.wikipedia.org/wiki/Partnership

Wikipedia

A partnership is an arrangement where parties, known as partners, agree to cooperate to advance their mutual interests.

Partnership is a key word here because Uber claims to be just a Technology company but I contest the minute their \$1,000,000 insurance policy

kicks in they enter into a with the driver which advances both of their mutual interest in financial gain that being 80% to the driver and 20% to Uber.

This by letter of the Law and by definition is a partnership which makes Uber accountable under current South Carolina Laws.

Now the next word I would like to address is

INSURANCE: Uber is covered by James River Group to my last knowledge a company based in the Bahamas which was merged with a Bermuda-based shell company.

(I will also attach a link that details this company more)

It is well known that a personal insurance policy will not cover a vehicle for hire/liverty which I have checked with several companies and all denied

this request as well as warned of possible of denial of claim if I was an Uber driver. Uber also has been caught of multiple videos on youtube telling drivers

not to mention to their insurance companies what they are doing since the policy could be cancelled so i say"

What is this company hiding".

Is it to much to

ask each driver to carry a commercial policy which will cover passengers 24/7 like a class C certificate holder is required to have.

Here is my problem with part time insurance and this is my story with Uber in Miami on 12/21/2014:

After taking a 7 day cruise I decided to use Uber to go from the Port of Miami to Ft Lauderdale to text the service I am against.

I was unaware Well Fargo

put a hold on bank card because of charges from out of the country. I used the App to hail an Uber and my driver Jean showed up and off we went.

A few minutes

into my ride my card was denied which is proof their App runs like a meter. I was frustrated told the driver I think the stop my card because of my traveling,

which Wells Fargo will verify if needed and Jean told me I could pay cash no problem. Now since this transaction was off the App I am not covered by their

policy so I agreed to see if he was serious and off we went. So uber claim is faulty on their business motto since drivers pass out business cards and have customers

contact them directly so they DO NOT have to pay their partners that 20%. There for I ask a few things and also would love to work in a 1 day workshop where I feel

Uber could coexist with the current Class C companies including myself. The other option would be deregulate everybody and Unhandcuff us so we can fight for our jobs and companies.

Before I go into my thoughts on how I think Uber could be regulated I would like to say EVERY SINGLE APPLICATIONS FOR A TNC IS VOID. One can not apply for what does not exist.

Now if Uber wants to operate in South Carolina these are my suggestions

- 1: all drivers not Uber must carry a commercial policy 24/7 on their vehicle by a company approved by the state of South Carolina
- 2: A set rate can be determined for all Class C certificates ie Ridesahre ,Taxis, and any other vehicles holding a for hire Certificate
(I suggest \$2.80 a mile as in Myrtle Beach)
- 3: Price surging shall be illegal since the State will now Regulate all rates so the rider can not be price surged. (examples of Ubers surge pricing will be attached also)
- 4: All drivers will have a background check down through SLED as required by current law its only \$25 which is nothing for a \$40 billion dollar company
- 5: All vehicle inspections will be done in according to State Law not by Macco for a few of \$25 (like back ground checks another private company who may not be telling the truth)
- 6" Abide by all city laws where it may apply since PSC only regulates the state and cities my have laws that fall under those guidelines.

If the PSC chooses to issue a TNC I ask you immediately deregulate all Class C Taxi laws and allow us to make up our own laws like Uber is trying and allow the 1,000s of owners and drivers to compete with a company with no restrictions who is trying to create a monopoly.

I am certain that this entire issue can be resolved with a 1 day workshop that should include myself, Dallas Ball, Uber representatives, ORS, PSC and even members of the Governors office. We can resolve this matter in one day and move forward and put everyone on an equal playing field which is all we want as Taxi owners. If Uber denies these simple request the gorvenors office will see first hand that they have no intent of abiding bt any State law which CEO Kalanick has stated in mutiple youtube videos and interviews.

I ask 1/3 things We either move forward as we are now and everyone stands still in this legal battle and we get nowhere. 2/3 W e move foward with the current PSC hearing and the outcome will be the outcome no matter who likes its. 3/3 we create a workshop of people to move forward with technology for the entire state and make South Carolina transportation #1 in the country just imagine every SC Taxi on an App . There is so much we can do with the right people in a workshop and I would love to be part of it.

I am all for public safety as well as advancing in technology so instead of arguing lets set a date and move forward without the Politicians in the way

Thank you for reading this,
Brian babbitt
Awol Taxi llc
843-446-2026

p.s. A workshop will do 1/2 things either make Uber 100% legal or illegal lets end this Today and move forward

James River Group link <http://fortune.com/2014/12/11/uber-insurance-company-taxes/>